

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

November 12, 2003

State Administrative Board

November 18, 2003

SUBMERGED LANDS

1. Proposed private use agreement of 1.30 acres, and a marina lease of a 0.40-acre parcel of Lake Michigan public trust bottomlands in the City of Harbor Springs, Emmet County.

Applicant: Walstrom Marine

Consideration: Private Use Agreement: \$2,100/year

Marina Lease: \$1,100/year

2. Proposed public use agreements of a 0.70-acre parcel and 1.37 acres of Lake Superior public trust bottomlands in the City of Marquette, Marquette County.

Applicant: City of Marquette

Consideration: No Fee as Public Use

3. Proposed marina lease of a 0.42-acre parcel of Lake Huron public trust bottomlands in Clark Township, Mackinac County.

Applicant: Perry Kogelschatz – Sunset Cabins

Consideration: \$665/year

Mary Ellen Cromwell, Assistant Chief
Geological and Land Management Division
Department of Environmental Quality

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: November 12, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: November 18, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|---|--------------------------------------|--------------------|
| 1. | Reith-Riley Const. Co.
P.O. Box 477
Goshen, IN 46527 | Cold Milling & HMA Paving | \$89,374.31 |
|----|---|--------------------------------------|--------------------|

Approval is requested to authorize the City of St. Joseph to award a subcontract for .10 miles of roadway resurfacing including cold milling, hot mix asphalt (HMA), and pavement markings located on BL 94 (Ship Street) from Main Street to Wayne Street in the city of St. Joseph, Berrien County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for .10 miles of resurfacing on BL 94 (Ship Street) from Main Street to Wayne Street in the city of St. Joseph, Berrien County.

Benefit: The contract provides safer highways for the traveling public. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 46527.

CONTRACTS

2. HIGHWAYS – IDS Time Extension

Amendatory Contract (99-0970/A2) between MDOT and Earth Tech, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects. The original contract provides for consultant services to be performed on an as needed/when needed basis. This extension is required to meet the scheduled construction plan completion of authorization (Z4), the construction assistance for the structure replacement of B01, Old M-14 over Fellows Creek and structure B02, Old M-14 over Willow Creek, in Wayne County. The construction is on schedule with a completion date of December 31, 2003; however, the contract does not currently extend to the end of the scheduled construction completion date. The revised contract term will be November 18, 1999, through November 18, 2004. The maximum dollar amount of the contract remains unchanged at \$2,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the expiration date for the original contract from November 18, 2003, to November 18, 2004, to provide consultant sufficient time to complete ongoing projects under authorization Z4.

Benefit: This amendment will allow for the completion of authorization (Z4), Old M-14 over Willow and Fellows Creek in Wayne County.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of this contract is not in alignment with the completion date of authorization (Z4). If construction assistance is needed, the consultant would not be able to provide it even though hours and money have been obligated for the work.

Cost Reduction: There is no cost associated with this request.

New Project Identification: This is not a new project.

Zip Code: 48170.

3. HIGHWAYS - Time Extension

Amendatory Contract (2000-0060/A3) between MDOT and HNTB Michigan, Inc., will extend the contract term by two years to provide additional time for the consultant to complete the refinement of additional design details needed in the design concepts due to coordination with the Detroit International Bridge Company, and the city of Detroit. The original contract provides for the design of I-75 and I-96, from West Grand Boulevard to the Conrail overpass (Ambassador Bridge/Gateway Project) in Wayne County. The revised contract term will be April 12, 2000, through December 31, 2005. The total contract amount remains unchanged at \$12,841,042.19. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this amendment is to provide additional time for necessary design changes. The general scope has not changed; however, the coordination with the Detroit International Bridge Company, and the City of Detroit has required additional refinement of design details.

Benefit: The continuation of the design of the Ambassador Gateway Project.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The extension is needed to meet project schedule commitments.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a rehabilitation project.

Zip Code: 48209.

* Denotes a non-standard contract/amendment

4. HIGHWAYS - Extend Term, Increase Services and Amount

Amendatory Contract (2000-0129/A12) between MDOT and Alfred Benesch & Company will extend the contract term by approximately four months, will increase the services to add a structural analysis of the Railroad Bridge X06, and will increase the contract amount by \$11,000.68. The original contract provides for the design of I-75, from Goddard Road to the River Rouge Bridge in the cities of Allen Park, Lincoln Park, Melvindale and Detroit, in Wayne County (CS 82192 - JN 53168C). The revised contract term will be April 5, 2000, through April 15, 2004. The revised total contract amount will be \$5,684,771.73. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Additional term and the increase of services are to provide for completion of the design of I-75 for work that includes, but is not limited to, total removal and replacement of the mainline and shoulder pavement, ramp reconstruction and terminal upgrades, geometric improvements, guardrail upgrades, removal and replacement of median barrier, removal of temporary and placement of permanent barrier, upgrade under clearances on all structures, and performance of a cost comparison of replacing guardrail with concrete barrier in the cities of Allen Park, Lincoln Park, Melvindale, and Detroit in Wayne County. The additional work consists of completing a structural analysis of the Railroad Bridge X06 and making a recommendation of the best way to reconstruct the road underneath, while maintaining the structural integrity of the bridge.

Benefit: A recommendation is necessary to determine if the best way to reconstruct the road under the bridge while maintaining access in the area for emergency vehicles is essential to the safety and welfare of the local communities.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this analysis is not undertaken, there is a risk of not having the most efficient and safe trunkline construction possible. Not having the best alternatives completed and ready to construct may cause the community undue hardship and a negative impact to MDOT.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is for the removal and replacement of the existing road.

Zip Code: 48235.

5. HIGHWAYS - Extend Term, Increase Services and Amount

Amendatory Contract (2001-0338/A6) between MDOT and Wilbur Smith Associates, Inc., Michigan, will extend the contract term by thirty-seven months; will add Phase Two of the contract, for preparation of design plans and specifications; and will increase the contract amount by \$6,031,684.49. The original contract provides for Phase One of a two-phase contract. Phase One provides for Early Preliminary Engineering services for the design of the reconstruction of US-31 from Napier Road to I-94 in Berrien County (CS 11016/11112 - JN 49719). The consultant selection process used for this project is for services to be provided by the same consultant for both phases. The revised contract term will be March 26, 2001, through April 31, 2007. The revised total contract amount will be \$8,779,461.69. Source of Funds: 100% State Restricted Trunkline Funds

Purpose/Business Case: To perform Phase Two of the services for the design of the US-31 relocation in Berrien County.

Benefit: The benefits include, but are not limited to, a more efficient, safe, and aesthetically pleasing trunkline, as well as reduced travel time.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the work is not undertaken, there are the risks of not having the most efficient and safe trunkline possible and not having the design complete and ready to construct when funding becomes available and the possibility of negative economic impacts on the city of Benton Harbor.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is for the completion of the last four miles of relocated US-31 in Berrien County near Benton Harbor.

Zip Code: 49454.

6. HIGHWAYS - IDS Consultant Engineering Services

Authorization Revision (Z15/R1) under Contract (2001-0482) between MDOT and Wilcox Professional Services, LLC, will extend the authorization by approximately six months and increase the authorization amount by \$31,065.14 to provide for continued construction engineering services at the I-96 Portland Rest Area in Ionia County (CS 34044 - JN 53685A). The original authorization (Z15) was for full construction engineering services for the removal and reconstruction of buildings and the parking lot area. The revised authorization term will be August 22, 2002, through May 15, 2004. The revised total authorized amount will be \$206,736.78. The contract term is May 15, 2001, through May 15, 2004. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To complete ongoing services due to delays in the department responding to the results of a low bid for the contractor to perform the construction of the project. Additionally, the consultant needs to provide construction engineering for the contractors claims contesting bituminous initiative payments.

Benefit: To provide continued construction engineering services as the requirements set when Federal funds are utilized.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not completing this project with the additional services requested may hinder the finalizing of the project and the cost benefit to the department in the way of claims.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is an existing rest area that is being upgraded to current safety standards and revitalized for use by the public.

Zip Code: 48875.

7. HIGHWAYS - IDS Time Extension

Amendatory Contract (2001-0512/A1) between MDOT and Rowe, Inc., will extend the contract term by two years to provide sufficient time for the consultant to complete ongoing projects. The original contract enables MDOT to request specific design services to be performed on an as needed, when needed basis with a written authorization. The revised contract term will be June 11, 2001, through June 11, 2006. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal, Restricted State, or Local Funds, depending on the particular project authorized.

Purpose/Business Case: This amendment is to request sufficient time for the consultant to complete ongoing projects.

Benefit: The extension will allow for the completion of ongoing authorizations.

Funding Source: Federal, Restricted State, or Local Funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of the authorizations may cause services to end prematurely creating a support problem with the projects.

* Denotes a non-standard contract/amendment

Cost Reduction: There are no additional costs associated with this request.

New Project Identification: This is not a new project.

Zip Code: 48507.

8. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z16/R1) under Contract (2001-0512) between MDOT and Rowe, Inc., will provide for additional design services, will increase the authorization amount by \$49,972.62, and will extend the authorization term by two years. Rowe is asking for additional compensation and time to complete the project based on changes requested by MDOT. The original authorization provides for the design of I-69, from Center Road to Irish Road, Genesee County (CS 25084 - JN 60478C). The revised authorization term will be September 9, 2002, through June 11, 2006. The revised authorization amount will be \$369,706.96. The contract term as revised, will be June 11, 2001, through June 11, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: Rowe is asking for additional compensation and time to complete the project based on changes requested by MDOT. The revision is needed because the consultant has been directed to make changes in the method of maintaining traffic and in the scope of work.

Benefit: Work will continue with a more appropriate fix and the project will be let on time.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without this revision, the consultant may not be able to finish the design of this project within the existing schedule and cost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48507.

9. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z14) under Contract (2001-0665) between MDOT and Tetra Tech MPS will provide for construction engineering services to be performed on the freeway signing upgrade project on I-696 from Dequindre Road to M-10 in Oakland County (CS 63102 - JN 58880A). The work items include inspection, staking, quality control testing and reporting, measurement, computation, and documentation of quantities, reporting and recordkeeping; and finaling all project documentation. This authorization will be in effect from the date of award through January 31, 2005. The authorization amount will be \$115,238.31. The contract term is January 31, 2002, through January 31, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide construction engineering and inspection on the I-696 freeway sign upgrade project.

Benefit: This contract will provide the necessary oversight for the construction contract to insure the project is built according to the plans and specifications; will provide engineering during the course of construction, and provide review of any changes or extras required during construction.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to properly oversee the construction contract could result in substandard work and loss of Federal dollars.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This contract will provide construction engineering and inspection for the removal and installation of new freeway signing on I-696 in Oakland County.
Zip Code: 48334.

10. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2002-0136/A3) between MDOT and URS Corporation Great Lakes will revise the plan sheet to change the shoulder widths on ramps due to a change in MDOT standards; revise the plan sheet for the Beck and Grand River intersection; conduct a traffic study to determine required laneage at the intersection and revise the right-of-way to reflect negotiations with the Westmarket Square; and increase the contract amount by \$77,425.48. The original contract provides for the design of I-96 at the Beck Road and Wixom Road Interchange in the city of Wixom, Oakland County (CS 63022 - JN 05892C). The contract term remains unchanged, January 18, 2002, through April 5, 2005. The revised total contract amount will be \$3,008,893.09. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose: Pick-up survey, update ROW plans and update design plans.

Benefit: The additional work is needed to finish the I-96/Beck Road interchange with the most recent information shown on the plans.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: This is a cost plus fixed fee contract. Beyond the fixed fee, payment will only be for actual hours worked.

Risk Assessment: Without these revisions, the plans will have misinformation affecting the physical construction. Not completing the survey, ROW plans and legal description will also cause construction problems and delay the construction letting date.

Cost Reduction: Costs in professional services are based on actual cost plus fixed fee not to exceed the contract maximum. Hours are negotiated based on needed service.

New Project Identification: This project is entirely dedicated to rehabilitating the existing roadway and related infrastructure. This is a reconstruction of an existing interchange.

Zip Code: 48165.

11. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z7/R3) under Contract (2002-0214) between MDOT and Capital Consultants, Inc., will add additional design services to perform additional pick-up survey information verifying the section lines for the Village limits of Brooklyn in Columbia Township, Jackson County (CS 38171 - JN 43496C) and will increase the authorization amount by \$18,711.35. The original authorization (Z7) provided for all work related to designing a reconstruction project for the addition of a center left-turn lane, along with drainage improvements of M-50 at the M-124 intersection. The term of the authorization remains unchanged, March 10, 2003, through January 29, 2005. The revised authorization amount will be \$129,272.66. The contract term is January 29, 2002, through January 29, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Consultant is providing design plans and construction bid documents for the reconstruction of 0.66 miles of M-50, along with drainage improvements and addition of a new left-turn lane in the village of Brooklyn.

Benefit: By reconstructing this roadway, safety will be improved, maintenance costs will be greatly reduced, and a better ride for motorists will be provided.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not done, safety would not improve and the existing pavement condition and bridges would continue to deteriorate, resulting in more maintenance costs and a worse ride for motorists.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project involves reconstruction of an existing roadway.
Zip Code: 49230.

12. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z2/R1) under Contract (2002-0243) between MDOT and CH2M Hill Michigan, Inc., will renew the authorization and extend the authorization term by one year to allow sufficient time for the consultant to perform additional unanticipated work on the project, to participate in a Region meeting and associated administrative activities pertaining to a contractor claim, and will increase the authorization amount by \$2,476.75. The original authorization (Z2) provides for construction engineering services for the I-75 (under Vreeland Road) project in the cities of Woodhaven and Flatrock and Browns Township, Wayne County, (CS 82191 - JN 51518A). The revised authorization term will be from June 4, 2002, through March 31, 2003, and from the date of award of this authorization revision through one year. No costs will be incurred between the expiration of the authorization and the award of this renewal/amendment. The total revised authorization amount will be \$197,074.57. The contract term is April 11, 2002, through April 11, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide additional services for unanticipated work on the construction engineering services for the I-75 project, specifically to participate in a Region meeting and the associated administrative activities pertaining to a contractor claim. The claim is due to penalties that MDOT has imposed on the contractor.

Benefit: By reconstructing and widening this roadway, safety will be improved, maintenance costs will be greatly reduced, and a better ride for motorists will be provided.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: As part of the requirements for construction engineering, the consultant is being asked to participate in all activities of the project in the oversight and review of the construction service. Not utilizing the consultants' knowledge of the claims made by the contractor may cost MDOT additional money.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project involves reconstruction and widening of an existing roadway.

Zip Code: 48183.

13. HIGHWAYS - Extend Term and Change Service

Amendatory Contract (2002-0356/A1) between MDOT and Tetra Tech MPS will extend the contract term by five months to allow MDOT additional time to settle a labor issue between trucking and truck drivers on the project, and allow for the transfer of work between subconsultants. The original contract provides for construction engineering services to be performed on US-127, from I-94 to M-50, Jackson County (CS 38111 - JN 43497A). The revised contract term will be from April 17, 2002, through May 31, 2004. The total contract amount will remain the same at \$2,405,684.74. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: All construction is completed and the consultant is in the process of completing the required documentation. There is a labor issue involving truck drivers that MDOT is working with the Department of Labor to resolve. The extension is requested to allow the consultant additional time to complete final documentation due to delays caused by the labor dispute.

Benefit: Completion of final documentation on the construction project

Funding Source: 81.15% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

* Denotes a non-standard contract/amendment

Risk Assessment: Without final documentation, the construction contractor will not be paid the final payment and MDOT will not be able to financially close this project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49203.

14. *HIGHWAYS - Retroactive Time Extension

Retroactive Amendatory Contract (2003-0084/A1) between MDOT and Kimley-Horn of Michigan, Inc., will retroactively cover approximately six months during which claims review services were provided by the consultant. The original contract provided for highway construction claims analysis and claims review for the Office of the Attorney General. The revised contract term will be October 1, 2002, through December 31, 2003. The total contract amount remains unchanged at \$140,682.70. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Kimley-Horn will continue to serve as MDOT's consultant with respect to software and other computer-related issues in connection with a \$24 million lawsuit filed against MDOT by Rockwell Collins, Inc. The project giving rise to the lawsuit involves the Michigan Intelligent Transportation System (MITS) Center in Metropolitan Detroit. Kimley-Horn will also serve as an expert witness on behalf of MDOT.

Benefit: Kimley-Horn will provide technological analysis and expert testimony on behalf of MDOT in response to Rockwell's \$24 million lawsuit against MDOT. Kimley-Horn's expertise is required to refute allegations set forth by software/hardware experts retained by Rockwell.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: Actual cost plus overhead on an as-needed basis; actual hourly cost reimbursement.

Risk Assessment: If Kimley-Horn is not retained, the allegations and testimony of Rockwell's software/hardware experts would not be subject to scrutiny by an expert on behalf of MDOT.

Cost Reduction: Kimley-Horn has been providing consulting services to MDOT for the Rockwell Collins/MITS Center project for several years as a subconsultant to O'Brian Kietzberg/URS. This contract will allow Kimley-Horn to continue to provide consulting services with respect to software and other computer-related issued to MDOT as a primary consultant.

New Project Identification: Not a new project.

Zip Code: 48826.

15. HIGHWAYS – IDS Design Consultant Services

Authorization (Z1) under contract (2003-0281) between MDOT and Smith Group JJR, will provide for design services for landscape architecture on Old M-14 from Haggerty Road to Eckles Road in Plymouth Township, Wayne County (CS 82101 – JN 77771C). The work items consist of site visits to document existing conditions, attending plan review meetings, determining feasibility of proposed landscape enhancements, investigating existing and required utility services, and preparing plans. The authorization will be in effect from the date of award through May 22, 2006. The authorization amount will be \$139,696.54. The contract term is May 22, 2003, through May 22, 2006. Source of Funds: 55% Federal Highway Administration Funds and 45% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21). This project is supported and was publicly announced by the Governor on August 7, 2003. This design service is to facilitate the construction project with a Federal enhancement grant restricted for specific aesthetic improvements only, plus 52% local match in construction costs.

Benefit: The aesthetic improvements brought by the landscape will further refine the existing qualities of the corridor and enhance pedestrian usage.

Funding Source: 55% Federal Highway Administration Funds and 45% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not completing this project is the missed opportunity to partner with local communities to aesthetically enhance Old M-14.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: New beautification of existing roadway.

Zip Code: 48150.

16. HIGHWAYS – IDS Design Consultant Services

Authorization (Z3) under Contract (2003-0289) between MDOT and Spicer Group, Inc., will provide for design of the road rehabilitation of M-13 from the Johnson Drain northerly to the north city limits of Pinconning in the city of Pinconning and Pinconning Township in Bay County (CS 09033 – JN 53356C). The work items include cold milling, hot mix asphalt paving, curb and gutter removal and replacement, drainage and safety improvements, longitudinal and transverse joint repairs, and pavement markings. This authorization will be in effect from the date of award through May 7, 2006. The authorization amount will be \$218,767.62. The contract term is May 7, 2003, through May 7, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The existing roadbed is in extremely poor condition. There is a motorist safety concern with the joints and rough driving surface. Due to the deteriorating surface, water is able to seep into the road base which can cause greater damage to the road. Also, the deteriorating surface and joints prevent water from draining properly, which can create ponding and lead to hydroplaning of vehicles. The current road condition is a liability and needs to be reconstructed/rehabilitated.

Benefit: To provide a safe, smooth ride for the residents and motorists. In addition to the road improvements, there will be safety and drainage improvements. Access management will be addressed to make the road safer for motorists. Any storm sewer that is deteriorating will be upgraded to ensure proper drainage. Guardrail will also be replaced per MDOT standards.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been established.

Risk Assessment: The existing roadway is in poor condition. If the roadway is not rehabilitated, the risk of accidents is greater and impacts motorist safety. Poor road conditions also impact existing drainage patterns, which can increase unsafe conditions. Eventually the road will fail and cost more to repair.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new construction project.

Zip Code: 48650.

17. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z1) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for construction engineering services to be performed on the I-75 Rouge River Bridge in the city of Detroit, Wayne County (CS 82194 - JN 59318A). The work items include structural steel cleaning, coating and retro-fitting, rubbish removal, and fencing. The authorization will be in effect from the date of award through May 9, 2006. The authorization amount will be \$888,800. The contract term is May 9, 2003, through May 9, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this authorization is to provide inspection and project recordkeeping (construction engineering) to insure a quality project is constructed by the contractor.

Benefit: The benefit of this authorization is to insure Federal funding is maintained and plans, proposals, and specifications are followed throughout the project and project closeout

* Denotes a non-standard contract/amendment

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the consultant performing inspection and project recordkeeping, Federal funding participation would be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is rehabilitation of an existing structure.

Zip Code: 48226.

18. HIGHWAYS - IDS Engineering Services

Contract (2003-0708) between MDOT and RC Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

19. *HIGHWAYS - Crash Location Software Services

Contract (2003-0709) between MDOT and Michigan Technological University (MTU) will provide for the final year of the ongoing maintenance and development of the Michigan Crash Location System (MCLS) and the Find MALI Index tool (FMI) to locate traffic crashes in Michigan. The work items of this software contract include the operation of the location process for all crash records submitted, maintenance of MCLS, monitoring of system performance, maintenance of the required equipment and software, and provision for the required support of FMI. This contract will be in effect from January 1, 2004, through December 31, 2004. The total contract amount will be \$75,873. Source of Funds: 100% State Restricted Trunkline Funds

Business Case: In excess of 400,000 vehicle crashes occur on Michigan roadways every year. The details of each crash are recorded by the investigating police officer on Form UD-10. The data from these forms are compiled by the Michigan State Police (MSP), Criminal Justice Information Center. Over the last seven years, MDOT, under contract with MTU, has sponsored the development, operation and maintenance of MCLS and FMI. MTU now houses the systems and applies them to Michigan crash data. This effort locates vehicle crashes to designate the correct county, route, mile post, indexes to allow analysis and mapping. This data is essential to the citizens of Michigan because it is used to identify high crash locations. These locations are then subject to studies for the development and implementation of roadway improvements and other countermeasures to reduce vehicle crashes by MDOT, county road commissions, municipalities, and statewide planning organizations.

Benefit: Neither the MSP nor MDOT have staff that could perform this crash location function in-house. Over the next year, the Michigan Department of Information Technology (MDIT) will develop the in-house capability to perform this work using MCLS and FMI. It is anticipated that MDIT will be able to assume this role by December 2004. This contract will allow continuity in crash locations until MDIT can implement a new solution and move the system in-house.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not executed, the ongoing work of locating crashes in Michigan will cease in January 2004. This will result in a crash database that is not up-to-date, limiting the ability of traffic professionals to identify and retrofit high crash locations and conduct any meaningful safety improvements throughout the state.

Cost Reduction: This is a cost plus overhead contract based on actual wages paid and expenditures. No fixed fee is applied. This is the culmination of seven years of similar contract work and the costs have been very competitive compared to other outsourcing options.

New Project Identification: This is not a new project and does not pertain to any particular roadway or jurisdiction.

Zip Code: 49931.

20. HIGHWAYS - IDS Engineering Services

Contract (2003-0710) between MDOT and RS&H Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

21. HIGHWAYS - IDS Engineering Services

Contract (2003-0711) between MDOT and McDowell & Associates Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Authorizations over \$50,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

22. HIGHWAYS - IDS Engineering Services

Contract (2003-0712) between MDOT and Wilbur Smith Associates, Inc. Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

23. HIGHWAYS – Memorandum of Understanding for Utility Relocation

Memorandum of Understanding (2003-5520) between MDOT and the Michigan Department of Information Technology will provide for funding participation in the following improvements:

Relocation of fiber, video, and copper communication lines used by the State of Michigan along the Capitol Loop from Martin Luther King Boulevard to Larch Street in Lansing.

Estimated Funds:

State Restricted Trunkline Funds	\$1,500,000
Michigan Department of Information Technology Funds	\$ 0
Total Funds	\$1,500,000

M 33014 – 45594Z; Ingham County
Utility Relocation

* Denotes a non-standard contract/amendment

Purpose/Business Case: Maintenance and relocation of communications lines used by the Michigan State Legislature during reconstruction of Capitol Loop.

Benefit: Avoiding disruption of Michigan State Legislature communication facilities.

Funding Source: State Trunkline and Bridge Construction Funds.

Commitment level: 100% MDOT funds; based on estimate

Risk Assessment: Loss of communication facilities by Michigan State Legislature

Cost Reduction: Low bid by Michigan Department of Information Technology.

New Project Identification: Relocation of existing utilities.

Zip Code: 48933.

24. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5556) between MDOT and the City of Holland will provide for participation in the construction under contract by the City of the following transportation enhancement improvements:

Streetscaping work along 8th Street from Pine Avenue to Maple Avenue, including ornamental concrete and concrete paver sidewalks, pedestrian crosswalks, street furniture, and ornamental street lighting work.

Estimated Funds:

Federal Highway Administration Funds	\$302,594.00
City of Holland Funds	<u>\$106,316.82</u>
Total Funds	<u>\$408,910.82</u>

STE 03414 – 73845; Allegan County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Beautification of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Holland Funds.

Commitment Level: 74% Federal up to \$302,594 and the balance by City of Holland; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal funds.

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

Zip Code: 49423.

25. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5559) between MDOT and the Ogemaw County Road Commission will provide for participation in the following improvements:

Culvert replacement and slope stabilization work at Lupton Road over Gamble Creek.

Estimated Funds:

Federal Highway Administration Funds	\$13,500
Ogemaw County Road Commission Funds	<u>\$ 3,400</u>
Total Funds	<u>\$16,900</u>

STH 65609 - 73982
Local Force Account

Purpose/Business Case: To replace culvert and improve roadside safety.

Benefit: Improve roadside safety.

Funding Source: Federal Surface Transportation Program Funds and Ogemaw County Road Commission Funds

Commitment Level: 80% Federal up to \$200,000 and the balance by Ogemaw County Road Commission

Risk Assessment: Contract required in order for County to receive these Federal Funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.

New Project Identification: Replace existing culvert.

Zip Code: 48635.

26. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5560) between MDOT and the Ogemaw County Road Commission will provide for participation in the following improvements:

Culvert replacement and slope stabilization work at Sergeant Road over Chapman Creek.

Estimated Funds:

Federal Highway Administration Funds	\$14,700
Ogemaw County Road Commission Funds	<u>\$ 3,700</u>
Total Funds	<u>\$18,400</u>

STH 65609 - 73981
Local Force Account

Purpose/Business Case: To replace culvert and improve roadside safety.

Benefit: Improve roadside safety.

Funding Source: Federal Surface Transportation Program Funds and Ogemaw County Road Commission Funds

Commitment Level: 80% Federal up to \$200,000 and the balance by Ogemaw County Road Commission

Risk Assessment: Contract required in order for County to receive these Federal funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.

New Project Identification: Replace existing culvert.

Zip Code: 48624.

27. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0679/A1) between MDOT and the Muskegon County Board of Commissioners will extend the contract term by one year to allow for completion of the public transit study. While the study was being performed transit agency staff needed to shift their focus to the construction of the new transit facility. The study's assessment of current transit services and the draft alternatives have been completed, but the final alternatives will not be completed by the current expiration date. The original contract provides State matching funds to Muskegon County's FY 2001 Federal Section 5313(b) Program grant. The revised contract term will be from February 9, 2001, through February 8, 2005. The total contract amount remains unchanged at \$120,000. Source of Funds: Federal Transit Administration Funds - \$96,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$24,000.

Purpose/Business Case: To extend the contract term by one year due to a delay in the completion of the public transit study. The study's assessment of current transit services and the draft alternatives have been completed, but the final alternatives will not be completed by the current expiration date.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$96,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$24,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds may be lost and the needed study may not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new project.

Zip Code: 49444.

28. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z7) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide State and Federal funds to the City of Kalamazoo from the remaining balance of the Statewide FY 1999 Federal Section 5307 Capital Program for the purchase of one heavy duty bus. The total amount of the authorization will be \$83,153. The authorization will be in effect from the date of award through three years. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$66,522; FY 2004 State Restricted Comprehensive Transportation Funds - \$16,631.

Purpose/Business Case: Provides State and Federal funds to the City of Kalamazoo from the FY 1999 Federal Section 5307 Capital Program for the purchase of one heavy duty bus.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$66,522; FY 2004 State Restricted Comprehensive Transportation Funds - \$16,631.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is that Federal funds will be lost, and the needed transit improvements may not be made.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for purchase of one transit vehicle.

Zip Code: 49007.

29. MULTI-MODAL - Section 5311 Capital Program

Project Authorization Revision (Z6/R1) under Master Agreement (2002-0092) between MDOT and the Van Buren County Board of Commissioners will change one of the vehicle types from a medium duty bus to a cutaway bus and decrease the authorization amount by \$30,900. A recent study indicated that the use of smaller vehicles will be more financially prudent for the agency. The original authorization provides State matching funds for the purchase of a medium duty bus and a cutaway bus under the FY 2003 Federal Transit Administration Section 5311 Capital Program. The term of the authorization remains unchanged, from the effective date of the Federal grant through three years. The revised authorization amount will be \$117,500. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$94,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$23,500.

Purpose/Business Case: Provides for the change of one vehicle type from a medium duty bus to a cutaway bus and decreases the funds by \$30,900 accordingly.

Benefit: The use of smaller vehicles is more financially prudent and the size of the transit vehicle is more in line with passenger usage.

Funding Source: Federal Transit Administration Funds - \$94,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$23,500.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not approving this revision are that Federal and State funds will be inappropriately retained and not available for needed transit improvements elsewhere.

Cost Reduction: Federal and State funds are reduced by \$30,900.

New Project Identification: This is not a new project.

Zip Code: 49013.

30. *MULTI-MODAL - Section 5310 Program

Contract (2003-0614) between MDOT and the Family Service Agency of Mid-Michigan will provide funding for the purchase of vehicles under the FY 1998 Federal Transit Administration Section 5310 Program. The funding will be 80 percent Federal and 20 percent State match. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total contract amount will be \$75,360. This contract was approved on the October 7, 2003, State Administrative Board agenda under the agency name Family Service Agency of Genesee County; MDOT later learned that the agency had changed its name to Family Service Agency of Mid-Michigan. All other aspects of the contract remain unchanged. Source of Funds: Federal Transit Administration Funds - \$60,288; FY 2002 State Restricted Comprehensive Transportation Funds - \$15,072.

Purpose/Business Case: Will provide funding for the purchase of transit vehicles under the FY 1998 Section 5310 Program.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$60,288; FY 2002 State Restricted Comprehensive Transportation Funds - \$15,072.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of Federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

New Project Identification: Provides for the purchase of two new transit vehicles.

Zip Code: 48503.

31. MULTI-MODAL - Rideshare

Contract (2004-0031) between MDOT and the Southwestern Michigan Commission (SWMC), located in Benton Harbor, will provide State funds to continue the local rideshare program for FY 2004. SWMC will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trip. This reduces energy consumption, traffic congestion, air pollution, and parking problems while making our roadways safer by reducing the number of vehicles using them. The contract will be in effect from January 1, 2004, through September 30, 2004. The total contract amount will be \$32,800. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$32,800.

Purpose/Business Case: Provides for the continuation of rideshare recruitment and matching services.

Benefit: Reduced traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$32,800.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not continuing the project will be the inability to provide car/vanpool services to the commuting public, and elimination of public outreach efforts which encourage the formation of new car/vanpools.

Cost Reduction: The agencies will accomplish program objectives using internal support staff for the design and production of all program materials.

New Project Identification: Not a new project, but provides funding for continuation of services for FY 2004.

Zip Code: 49022.

32. MULTI-MODAL - Rideshare

Contract (2004-0032) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide State funds to continue the local rideshare program for FY 2004. AATA will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trip. This reduces energy consumption, traffic congestion, air pollution, and parking problems while making our roadways safer by reducing the number of vehicles using them. The contract will be in effect from December 1, 2003, through September 30, 2004. The total contract amount will be \$42,800. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$42,800.

Purpose/Business Case: Provides for the continuation of rideshare recruitment and matching services.

Benefit: Reduced traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$42,800.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not continuing the project will be the inability to provide car/vanpool matching services to the commuting public, and elimination of public outreach efforts which encourage the formation of new car/vanpools.

Cost Reduction: The agency will accomplish program objectives using internal support staff for the design and production of all program materials.

New Project Identification: Not a new project, but provides funding for continuation of services for FY 2004.

Zip Code: 48104.

33. *MULTI-MODAL (Aeronautics) - Increase Scope and Amount

Amendatory Contract (2003-0057/A1) between MDOT and the Luce County Board of Commissioners will add the installation of an electric gate operator to the project work and increase the contract amount by \$3,000. The original contract provides for the design and construction for the installation of fencing at the Luce County Airport in Newberry, Michigan. The term of the contract remains unchanged, November 13, 2002, through November 12, 2005. The revised total contract amount will be \$15,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$10,800	\$2,700	\$13,500
State Restricted Aeronautics Funds	\$ 600	\$ 150	\$ 750
Luce County Funds	\$ 600	\$ 150	\$ 750
Total	<u>\$12,000</u>	<u>\$3,000</u>	<u>\$15,000</u>

Purpose/Business Case: The project includes the design engineering and construction for the installation of fencing. Additional funds were determined necessary to include an electronic gate operator for the newly installed security gate adjacent to the terminal building.

Benefit: The electronic gate operator will assist the airport manager in opening and closing the gate.

Funding Source: Federal Aviation Administration Funds - \$13,500; State Restricted Aeronautics Funds - \$750; Luce County Funds - \$750; Contract Total - \$15,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amended contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without Federal and State participation.

Cost Reduction: Initially the contract was bid through MDOT and awarded to the lowest bidder.

New Project Identification: This is not a new project.

Zip Code: 49868.

34. *MULTI-MODAL (Aeronautics) - Increase Scope and Amount

Amendatory Contract (2003-0439/A1) between MDOT and the City of Detroit will add the cost for land reimbursement (French Road mini-take Phase 3) and building demolition to the project work and will increase the contract amount by \$797,900. The increase in funds is due to an additional Federal grant for this airport. The original contract provides for the rehabilitation of taxiways H, L, and M, and the preparation of an environmental assessment, environmental impact study, and risk analysis for the proposed relocation of runway 15/33 (phase 1) at the Detroit City Airport in Detroit, Michigan. The term of the contract remains unchanged, September 17, 2003, through September 16, 2006. The revised total contract amount will be \$1,589,900. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$712,800	\$718,089	\$1,430,889
State Restricted Aeronautics Funds	\$ 39,600	\$ 18,070	\$ 57,670
City of Detroit Funds	<u>\$ 39,600</u>	<u>\$ 61,741</u>	<u>\$ 101,341</u>
Total	<u>\$792,000</u>	<u>\$797,900</u>	<u>\$1,589,900</u>

Purpose/Business Case: The taxiway pavements are in very poor condition and in need of rehabilitation to maintain Federal standards. The land reimbursement is an ongoing process by the City to purchase adjacent land to protect the transitional surfaces of the approaches to the runways. The time involved with purchasing land frequently exceeds the limits allowed in the Federal grants, thus the FAA allows the City to purchase land, under strict Federal standards, then is reimbursed at a later date. The risk analysis will establish the economic environment as a first phase in the decision process before proceeding with the actual environmental assessment. The building demolition is for buildings in the transitional areas.

Benefit: The improvement to the taxiways will allow aircraft to utilize these pavements for better traffic movement around the airport, reduce taxiing on the runways, and improving safety. Purchasing the transitional surface areas will protect the airport from adjacent property owners who may erect objects that would be obstructions to the standard airspace required by the FAA.

Funding Source: Federal Aviation Administration Funds - \$1,430,889; State Restricted Aeronautics Funds - \$57,670; City of Detroit Funds - \$101,341; Contract Total - \$1,589,900.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: Deletion or delay of the purchase of the project could prompt a citation by the Federal Compliance Inspector. A noncompliance status could affect the receipt of future federal grants for the airport.

Cost Reduction: All construction contracts are procured through Federal procurement guidelines and awarded to the lowest bidder.

New Project Identification: The building demolition and land acquisition is new work added to the project. The percent of new work is 50%.

Zip Code: 48213.

35. *MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2003-0456/A1) between MDOT and the Ontonagon County Board of Commissioners will increase Federal and State grant funds by \$20,230 in order to cover the cost of the project, for which bids came in higher than anticipated. The original contract provides for the design and construction of a storage building for snow removal equipment (SRE) and for airport pavement crack sealing at the Ontonagon County Airport in Ontonagon, Michigan. The term of the contract remains unchanged, August 25, 2003, through August 24, 2006. The revised total contract amount will be \$114,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$84,393	\$18,207	\$102,600
State Restricted Aeronautics Funds	\$ 4,688	\$ 1,012	\$ 5,700
Ontonagon County Funds	\$ 4,689	\$ 1,011	\$ 5,700
Total	<u>\$93,770</u>	<u>\$20,230</u>	<u>\$114,000</u>

Purpose/Business Case: The project includes the construction of an SRE storage building and airport pavement crack sealing. The increase is to cover the cost of the construction, for which bids were higher than anticipated.

Benefit: The approved amendment will allow the project to proceed. The benefit derived from the project is the increased capacity of the airport to accommodate aircraft in adverse weather conditions. The construction of an onsite storage building will allow the snow removal equipment to be on site and able to remove snow quickly. The crack sealing will extend the life of the runway, taxiway, and apron pavements and thereby delay costly rehabilitations.

Funding Source: Federal Aviation Administration Funds - \$102,600; State Restricted Aeronautics Funds - \$5,700; Ontonagon County Funds - \$5,700; Contract Total - \$114,000.

Commitment Level: The contract is for a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost at this time without Federal and State participation.

Cost Reduction: The construction contracts were reviewed by an MDOT project manager for appropriateness and for any additional cost savings.

New Project Identification: This is not a new project.

Zip Code: 49953.

36. *MULTI-MODAL (Aeronautics) - Increase Scope and Amount

Amendatory Contract (2003-0577/A1) between MDOT and the City of Allegan will add the construction of drainage items to the project work and increase the contract amount by \$5,000. The original contract provides for the rehabilitation of a t-hangar apron and connecting taxiway and construction of a new t-hangar apron at the Padgham Field in Allegan, Michigan. The term of the contract remains unchanged, August 27, 2003, through August 26, 2006. The revised total contract amount will be \$185,167. Source of Funds:

	<u>Previous</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$162,150	\$4,500	\$166,650
State Restricted Aeronautics Funds	\$ 9,008	\$ 250	\$ 9,258
City of Allegan Funds	\$ 9,009	\$ 250	\$ 9,259
Total	<u>\$180,167</u>	<u>\$5,000</u>	<u>\$185,167</u>

Purpose/Business Case: The project includes the rehabilitation of the existing taxiway in addition to a new taxiway. Additional funds were determined necessary to cover the cost of additional drainage needs for the project.

Benefit: The additional funds are needed to ensure all drainage problems are addressed. This will extend the life of the pavement being placed.

Funding Source: Federal Aviation Administration Funds - \$166,650; State Restricted Aeronautics Funds - \$9,258; City of Allegan Funds - \$9,259; Contract Total - \$185,167.

Commitment Level: The contract is a fixed cost for the project.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without Federal and State participation.

Cost Reduction: Initially, the cost of the project was determined by competitive bid and awarded to the lowest bidder.

New Project Identification: This is not a new project.

Zip Code: 49010.

37. *MULTI-MODAL (Aeronautics) - Installation of Automated Weather Observation System

Contract (2004-0023) between MDOT and the South Haven Area Regional Airport Authority provide State grant funds for the installation of an automated weather observation system (AWOS) at the South Haven Area Regional Airport in South Haven, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$83,333; South Haven Area Regional Airport Authority Funds - \$9,259; Contract Total - \$92,592.

Purpose/Business Case: The AWOS system is an electronic system with sensors that measures several weather conditions and reports them through the internet and telephone connections.

Benefit: The system will provide essential weather data to pilots for flight decisions and to the National Weather Service for their coverage of the conditions across the country.

Funding Source: State Restricted Aeronautics Funds - \$83,333; South Haven Area Regional Airport Authority Funds - \$9,259; Contract Total - \$92,592.

Commitment Level: The contract is a fix cost.

Risk Assessment: If the contract is not awarded, the project may not proceed, as the local sponsor cannot afford to fund the project without State participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for cost reductions.

New Project Identification: This is installation of new electronic equipment.

Zip Code: 49090.

38. *MULTI-MODAL (Aeronautics) - Installation of Automated Weather Observation System
Contract (2004-0025) between MDOT and the Shiawassee Airport Board will provide State grant funds for the installation of an automated weather observation system (AWOS) at the Shiawassee County Airport in Shiawassee, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$83,334; Shiawassee Airport Board Funds - \$9,259; Contract Total - \$92,593.
- Purpose/Business Case:** The AWOS system is an electronic system with sensors that measures several weather conditions and reports them through the internet and telephone connections.
Benefit: The system will provide essential weather data to pilots for flight decisions and to the National Weather Service for their coverage of the conditions across the country.
Funding Source: State Restricted Aeronautics Funds - \$83,334; Shiawassee Airport Board Funds - \$9,259; Contract Total - \$92,593.
Commitment Level: The contract is a fix cost.
Risk Assessment: If the contract is not awarded, the project may not proceed, as the local sponsor cannot afford to fund the project without State participation.
Cost Reduction: The consultant contract will be reviewed by MDOT personnel for cost reductions.
New Project Identification: This is installation of new electronic equipment.
Zip Code: 48867.
39. *MULTI-MODAL (Aeronautics) - Installation of Automated Weather Observation System
Contract (2004-0026) between MDOT and the Presque Isle County Board of Commissioners will provide State grant funds for the installation of an automated weather observation system (AWOS) at the Presque Isle/Rogers City Airport in Rogers City, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$83,333; Presque Isle County Funds - \$9,259; Contract Total - \$92,592.
- Purpose/Business Case:** The AWOS system is an electronic system with sensors that measures several weather conditions and reports them through the internet and telephone connections.
Benefit: The system will provide essential weather data to pilots for flight decisions and to the National Weather Service for their coverage of the conditions across the country.
Funding Source: State Restricted Aeronautics Funds - \$83,333; Presque Isle Funds - \$9,259; Contract Total - \$92,592.
Commitment Level: The contract is a fix cost.
Risk Assessment: If the contract is not awarded, the project may not proceed, as the local sponsor cannot afford to fund the project without State participation.
Cost Reduction: The consultant contract will be reviewed by MDOT personnel for cost reductions.
New Project Identification: This is installation of new electronic equipment.
Zip Code: 49779.
40. MULTI-MODAL (Aeronautics) - Environmental Assessment
Contract (2004-0033) between MDOT and the Branch County Board of Commissioners will provide Federal and State grant funds for the preparation of an environmental assessment at the Branch County Memorial Airport in Coldwater, Michigan. This is a sub-grant issued pursuant to the condition of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$21,974; State Restricted Aeronautics Funds - \$1,220; Branch County Funds - \$1,221; Contract Total - \$24,415.

Purpose/Business Case: The environmental assessment will ensure all environmental impacts of the proposed improvements to the runway safety areas are identified and mitigated.

Benefit: After the environmental assessment is completed, the project to improve the runway safety areas will start. The improvements will enable the airport to continue to receive FAA Airport Improvement Program funds.

Funding Source: FAA Funds (via Block Grant) - \$21,974; State Restricted Aeronautics Funds - \$1,220; Branch County Funds - \$1,221; Contract Total - \$24,415.

Commitment Level: The contract cost is fixed for the project. If final costs exceed the project, an amendment would have to be approved by the State Administrative Board.

Risk Assessment: If the environmental assessment is not completed, the airport improvements cannot be completed and the benefit to the airport and community would be lost.

Cost Reduction: All consultant contracts are reviewed by MDOT personnel for appropriateness and for any additional cost savings.

New Project Identification: A consultant will be hired to gather the environmental data.

Zip Code: 49036.

41. *MULTI-MODAL (Aeronautics) - Airport Operation

Memorandum of Understanding (MOU) (2004-0035) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide funding to support the airport operations at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through September 30, 2004. The total MOU amount will be \$35,000. Source of Funds: State Restricted Aeronautics Funds - \$35,000.

Purpose/Business Case: The purpose of the MOU is to provide funding to keep the Mackinac Island Airport open and operating, due to a significant decline in airport operating revenue.

Benefit: The only reliable access to Mackinac Island during the winter months is by air. Keeping the airport open and operating is critical to the full time residents of Mackinac Island.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: This is a fixed cost.

Risk Assessment: If the contract is not awarded, the operation of the airport could be threatened, as the Mackinac Island State Park Commission cannot afford the operating costs without State participation.

Cost Reduction: Funding was negotiated based on operational need and reviewed by MDOT personnel for appropriateness and cost reductions.

New Project Identification: This is not a new construction project.

Zip Code: 49757.

42. *MULTI-MODAL (Aeronautics) - Airport Workshops and Training Programs

Contract (2004-0036) between MDOT and the Michigan Association of Airport Executives (MAAE) will provide for a grant under the Air Service Program to perform workshops and other training for airport managers. The grant will be used to hire a local project manager. Topics may include, but are not limited to, legislative issues affecting local airports, aviation safety issues, training for fuel handlers, Federal storm water regulations, Michigan Aeronautics Commission procedures and guidelines, and other related subjects. The contract will be in effect from the date of award through December 31, 2004. The total amount of the contract will be \$20,000. Source of Funds: State Restricted Aeronautics Funds - \$20,000.

Purpose/Business Case: The program will provide educational workshops and other training programs to Michigan airport personnel.

Benefit: The benefit is increased level of awareness on issues affecting safety and security at Michigan airports as well as a better understanding of legislative and procedural issues.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: The contract cost is based on an estimate with no fixed cost.

Risk Assessment: If the contract is not awarded, the workshops and training programs would not be conducted as planned, which could increase the risk of safety-related incidents at Michigan airports. Also, reduced legislative awareness increases the likelihood of losing Federal funding for airport improvements.

Cost Reduction: A lower contract amount was negotiated for the FY2003 contract. The FY2004 contract, as proposed, would remain at \$20,000.

New Project Identification: This is not a new construction project.

Zip Code: 49007.

43.-52. TRANSPORTATION PLANNING – Regional Transportation Work Program

Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide for the facilitation and assistance in transportation planning efforts and activities at the local and regional level. Public Act 281 of 1945 provides for the creation, organization powers, and duties of our Regional Planning Agencies. The transportation planning component of the program is funded by line item appropriation in Public Act 51 of 1951. Regional Planning Agencies function as an extension of MDOT's Bureau of Transportation Planning by providing administration, technical assistance, and data collection for projects selected by the Governor and MDOT's Director. Our Regional Planning Agency's inherent connection to local governmental agencies allows MDOT quicker and easier access to local agency information. The authorizations will be in effect from the date of award through September 30, 2004. The terms of the Master Agreements are from October 1, 2002, through September 30, 2005. Source of Funds: 100% State Restricted Michigan Transportation Fund (MTF) Funds

43.	2003-0013/Z5 Central UP Planning & Regional Comm.	\$39,000
44.	2003-0015/Z3 Eastern UP Planning & Regional Comm.	\$36,000
45.	2003-0016/Z4 GLS Region V Planning & Dev. Comm.	\$34,000
46.	2003-0017/Z7 Northeast Mich. Council of Governments	\$40,000
47.	2003-0019/Z4 Region II Planning Commission	\$38,000
48.	2003-0021/Z6 Southwest Michigan Commission	\$38,700
49.	2003-0022/Z4 Tri-County Regional Planning Comm.	\$40,100
50.	2003-0023/Z6 West Mich. Regional Planning Comm.	\$37,000
51.	2003-0024/Z8 West Mich. Shoreline Reg. Dev. Comm.	\$38,000
52.	2003-0025/Z5 Western UP Planning & Dev. Reg. Comm.	\$38,000

Purpose/Business Case: Facilitate improved access to local and agency information by MDOT.

Benefit: The Regional Planning Agencies provide invaluable assistance to MDOT in a variety of local, regional and statewide planning projects, such as data collection, project facilitation, and administration and organizing MDOT public meetings.

Funding Source: 100% State Restricted Michigan Transportation Fund (MTF) Funds.

Commitment Level: Regional Planning Agency costs are fixed, and limited by line item appropriation.

Risk Assessment: The Regional Planning Agencies provide an invaluable extension of MDOT resources. The risk of not performing these activities would increase the workload for MDOT personnel.

Cost Reduction: The cost of funding the Regional Planning Agency program is fixed by our State legislature. Cost reductions can only occur through legislation.

New Project Identification: This project is ongoing.

Zip Code: 48909.

53. *TRANSPORTATION PLANNING - Statewide Storm Water Management Program/Phase II
Contract (2003-0630) between MDOT and Tetra Tech MPS will provide for the implementation of Phase II of the statewide storm water management program as required under the Federal Clean Water Act regulations and Part 31, Water Resources Protection of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended, and a National Pollutant Discharge Elimination System (NPDES) discharge permit to be issued by the Department of Environmental Quality (DEQ) to MDOT pursuant to Part 31. The contract will be in effect from the date of award through December 31, 2008. The total cost of the project will be \$1,981,679.84. Source of Funds: 100% Statewide Trunkline Funds.

Purpose/Business Case: This contract is to provide services to MDOT for which internal resources and expertise do not exist to implement MDOT's statewide storm water management program. This program will be required pursuant to a discharge permit to be issued by the Department of Environmental Quality (DEQ) to MDOT under the Federal National Pollutant Discharge Elimination System (NPDES) authorized by the Federal Clean Water Act and administered by the DEQ under Part 31, Water Resources Protection of the National Resources and Environmental Protection Act, 1994 PA 451, as amended. (NREPA).

Benefit: This program will enable MDOT to comply with requirements of State and Federal environmental law as dictated through a discharge permit to be issued to MDOT shortly. Implementation of this program will result in improvements to Michigan's waters through proper management of MDOT's storm water management systems associated with its statewide highway system.

Funding Source: 100% Statewide Trunkline Funds.

Commitment Level: This contract is a cost plus fixed fee contract not to exceed \$1,981,679.84.

Risk Assessment: Not performing this activity will result in MDOT's inability to comply with the Federal Clean Water Act, Part 31, Water Resources Protection of NREPA and the discharge permit to be issued to MDOT by DEQ. Not performing these activities may also result in decreased water quality in Michigan's surface waters as a result of MDOT being unable to perform all the environmental protection activities that comprise an effective storm water management program.

Cost Reduction: A lower rate has not been negotiated.

New Project Identification: This project is an expansion of MDOT's existing storm water management program.

Zip Code: 48909.

54. *TRANSPORTATION PLANNING - Develop Wildlife Crossing Site Models
Contract (2004-0022) between MDOT and Central Michigan University will provide for an enhancement project for the development of predictive models for wildlife crossing sites along US-127 and I-75 in Michigan. This information will help to predict wildlife crossing sites for a variety of wildlife species (Whitetail deer, gray wolves, bobcats). This project will help determine the effectiveness of existing underpasses or bridges in reducing vehicle-wildlife collisions. The contract will be in effect from the date of award through December 30, 2005. The total cost of the project will be \$135,943. Source of Funds: Federal Highway Administration Funds - \$108,754.40; State Restricted Trunkline Funds - \$27,188.60.

Purpose/Business Case: The purpose of this project is to determine the effectiveness of existing underpasses or bridges to reduce vehicle-wildlife collisions. Furthermore, predictive models can be developed to help direct potential future mitigation measures along highways at sites identified as important wildlife crossing locations.

Benefit: The goal of this project is to better understand animal crossing locations in relationship to MDOT highways. With this data we can work towards designing roads and specific mitigation measures that will protect motorists by lowering large animal/vehicle collisions while protecting the animal resources.

Funding Source: Federal Highway Administration Funds - \$108,754.40; State Restricted Trunkline Funds - \$27,188.60.

Commitment Level: This is an actual cost contract.

Risk Assessment: Failure to not perform this project could further jeopardize future enhancement projects for MDOT.

Cost Reduction: There is no cost reduction.

New Project Identification: This is a new enhancement project.

Zip Code: 48859.

55. ***TRANSPORTATION PLANNING - Safe Routes To School Training Program**

Contract (2004-0034) between MDOT and the Michigan Fitness Foundation will provide an enhancement grant for the development of a training program and toolkit for communities to assess and map safe routes to schools. The intent of this program is to create and promote safe nonmotorized options for children during their daily commute to school. The contract will be in effect from the date of award through December 31, 2005. The total cost of the project will be \$380,040. Source of Funds: Federal Highway Administration Funds - \$304,032; State Restricted Michigan Transportation Funds - \$76,008.

Purpose/Business Case: The purpose of this project is to develop a training program and toolkit for communities to assess and map safe routes to school. This would ultimately create and promote safe nonmotorized options for the daily commute to school, particularly for youth who live within 1.5 miles from school. The project will span over two years and five pilot schools will be used each year as case studies.

Benefit: The benefit of this program is to provide data from the National Highway Traffic Safety Administration showing that one-fourth of the children between the ages of 5 and 9 who were killed in traffic crashes in 1998 were pedestrians. It is important to identify and improve intersections and pathways to school, while at the same time teaching and practicing safe pedestrian skills with our children.

Funding Source: Federal Highway Administration Funds - \$304,032; State Restricted Michigan Transportation Funds - \$76,008. This project was competitively selected through the Transportation Enhancement (TE) program, which will cover 80 percent of project costs. The Transportation Equity Act for the 21st Century (TEA-21) requires that 10 percent of the Surface Transportation Funds (STF) be set-aside, available only for TE activities. The Federal TE funds require a 20 percent match, which will be paid by Michigan Transportation Funds (MTF) funds.

Commitment Level: The contract cost is fixed and MDOT will be contributing the 20 percent match.

Risk Assessment: MDOT is required to spend a minimum of 10 percent of STF funds on TE projects. If this project is not implemented, the funds could be returned to the TE program and a lower scoring project would then be funded. There is a risk that a replacement project would not be ready in time and Federal funds may not be captured.

Cost Reduction: A lower rate has not been negotiated for the contract.

New Project Identification: This is a new planning enhancement project.

Zip Code: 48909.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director